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The China Mail

ESTABLISHED 1840

June 2, 1920, Temperature 67.

Rainfall 0.53 inch

Humidity 92

June 2, 191, Temperature 54.

No. 17,966.

三拜禮

號二月六年二十百九千一

HONGKONG, WEDNESDAY, JUNE 2, 1920.

日六十月四年庚戌歲九國民華中

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TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

BOLSHEVIEK GOLD.

UKRAINE PROTEST.

LONDON, May 31.

The Ukrainian diplomatic mission has sent a letter to Lloyd George and the Foreign Office protesting against Krassin's reported intention to pay gold for the proposed purchases by the soviet government of Russia in west Europe on the ground that a share of the gold in the Russian state bank belongs to the Ukraine and the Ukraine is partially liable for the Rumanian gold reserve which the Bolsheviks captured. The letter asks that the protest be transmitted to the supreme economic council.

LONDON, May 31.

French newspapers state that the French Government is leaving to Lloyd George entire responsibility with regard to the London negotiations with Krassin on the ground that France cannot open conversations with soviet representatives, which would end in recognition, even indirect, of the Moscow Government.

THE LATE DR. MORRISON.

LONDON, May 31.

Announcing the death of Dr. Morrison *The Times* says: Even his last months were devoted to working the best he could from the sickroom in the interests of China.

PUGILISM.

LONDON, June 1.

At Holland Park Hall, under the auspices of the National Sporting Club, for the championship of Europe, a twenty rounds bantam-weight fight was staged. Charles Ledoux of France, the holder, knocked out the British champion, Jim Higgins, in the eleventh round, after a splendid struggle. In the featherweights Arthur Wynn, the Belgian champion, beat Mike Honeyman, the champion of Britain, the referee stopping the fight in the tenth round when Honeyman had been floored five times.

IRELAND.

LONDON, May 31.

The Irish executive has conferred with Ministers about the situation in Ireland. Lord French, Sir Nevill Macready, and Sir Hamar Greenwood were present. It was important as the first occasion Sir N. Macready had of submitting his views to the Cabinet.

There was an important meeting of the Cabinet this morning, the Premier presiding and Sir Hamar Greenwood, Sir N. Macready being present. It is understood the Irish situation was discussed.

POLES AND BOLSHEVIEKS.

LONDON, May 31.

A Polish official message says that between Lake Napol and upper Beresina the Poles broke down the enemy's strong resistance and advanced along the whole line. The enemy attacked various points on the Ukrainian front.

LONDON, June 1.

A Polish official message says the Poles repulsed an attack at Rzeczyca bridgehead, capturing prisoners and guns.

GREEKS OCCUPY THRACE.

ATHENS, June 1.

The Greeks occupied Karagatch, and a suburb of Adrianople on May 28, completing their occupation of western Thrace in three days without serious incident.

CAPTAIN THE PRINCE OF WALES.

MELBOURNE, May 31.

The Prince of Wales reviewed a thousand Australian sailors and marines on the occasion of the fourth anniversary of Jutland. The Minister of the Navy presented the Prince with a commission as an Australian Naval Captain.

LABOUR WILL NOT HANDLE MUNITIONS FOR UNJUST WARS.

LONDON, May 31.

The triple alliance sub-committee has passed a resolution that the position mentioned in a letter from the National Union of Railwaymen with regard to Ireland warrants consideration of the problem by the organised trade union movement of the whole of Britain. The matter therefore shall be referred to the parliamentary committee with an urgent request that a special trade union congress be convened early so that the attitude of British labour towards the production and handling of munitions of war for Ireland and Poland may be determined. The above mentioned letter refers to the executive of the National Union of Railwaymen as considering the refusal of the Irish members to handle munitions and the executive's decision on May 27 to refer the matter to the triple alliance.

DERBY BETTING.

LONDON, May 31.

The betting on the Derby was 9 to 4 against Tetrazzina, 7 to 1 Archaic, 8 to 1 Allenby and Sarchedon, 100 to 6 Polymetis and Splonkop, 20 to 1 Hegoes, 25 to 1 Orpheus and Silyern, 23 to 1 Abbotts Trace, Daylight Patrol, and Dycamo, 50 to 1 Attilius and Poltava, 66 to 1 Bruce Lodge.

LONDON, May 31.

Derby probabilities are Abbotts Race, (Jaealiss), Allenby, (Slade), Archaic, (Bellhouse), Attilius, (Saxby), Bruce Lodge, (F. Bullock), Daylight Patrol, (Childs), Dynamo, (Robbins), Hegoes, (F. Templeman), Kerasos, (Shatwell), Merahat Neil, (Hulme), Orpheus, (Leach), Poltava, (H. Jones), Polymetis, (Borns), Spion Kop, (O'Neill), Tetrazzina, (Carlake), Tolere, (V. Smyth), Paladin, (Moranatio Marriage, (W. Earl).

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

THE ARMENIAN MANDATE.

WASHINGTON, May 30th.

The Senate has postponed action on the Armenian mandate, in order to allow Senator Hitchcock to present an amendment empowering the President to appoint three Americans to serve with three Armenians on a Commission to supervise the economic development of Armenia, and providing a \$50,000,000 loan to Armenia for the purchase of agricultural implements, railway materials and other supplies, but the United States will not be responsible for the principal or interest.

AMERICAN ARMY.

WASHINGTON, May 30th.

The Senate has adopted the Conference report on the Army Reorganization Bill, which now goes before the President.

SOLDIERS' RELIEF BILL.

WASHINGTON, May 30th.

The House of Representatives, after a brief debate, passed the Soldiers' Relief Bill by 289 votes to 92, and sent it to the Senate.

AMERICAN COAL.

WASHINGTON, May 30th.

In the Senate Senator Walsh introduced a resolution urging an embargo on the export of coal.

AMERICAN RAILWAYS.

WASHINGTON, May 30th.

A special Railroad Committee has been appointed to co-operate with the Interstate Commission to expedite transportation.

HAVAS REVIEW.

PARIS, May 29th.

A Havas message says: M. Millerand, speaking in the Chamber of Deputies, yesterday, on the Lympne Conference, said he had been urged by previous speakers, Socialists and Conservatives, to guard jealously the French right to reparations in full and only grant concessions in exchange for very material guarantees. This M. Millerand promised to do, but he, at the same time, asked for the Government a vote of confidence which would enable them to negotiate at Spa with free hands. "No fixed sum was agreed to at Lympne," said M. Millerand. "Indeed, the very nature of the negotiations between Mr. Lloyd George and myself alone, without representatives from the other Allies, showed that it was merely a conversation at which nothing could be definitely fixed."

"The sum which had been mentioned," he added, "had given rise to misunderstandings. It was simply the equivalent amount at the rate of exchange of the day, according to Paragraph 2 of Article 23 in the Treaty which required Germany to pay compensation. France's claim amounted to between 200 and 210 milliards of francs, representing about 70 milliards gold marks, at the rate obtaining on May 15th. Neither priority nor Germany's ability to pay was discussed. There were two methods to choose from: one was to wait four or five years when large instalments would be due, the other was inspired by the principle that it was imprudent to sit still and do nothing with one's eyes fixed on the stars containing mere promises. The reality, the only reality we have," added the Premier, "is the Rhine Territory, and we are not disposed to give it up."

DEATH OF DR. MORRISON.

LONDON, May 31st.

The *Times*, in a leader, regrets the death of Dr. Morrison, a great servant of the Empire and the *Times*. Into a life comparatively short in years but rich in the fulfilment of public duty, says the journal, he crowded such a series of romantic adventures as have fallen to a few, if any, of the British race since the Elizabethan age. The guiding principle of his career was his faith in the mission of Great Britain and his determination to use his exceptional abilities in its interest. Happy is the Empire and the journal which can command such devotion.

DEFECTS OF JAPANESE FOREIGN POLICY.

LONDON, May 31st.

In the last of the Far Eastern articles in the *Times*, Mr. Bland declares that it is impossible for the outside world to take Japanese liberalism as seriously as it would wish, as long as the real direction of Japan's foreign policy rests not ostensibly with a responsible Cabinet but with the Military General Staff, or as long as the power of the Diet continues to be limited to mild obstruction. It will be time to believe that the Military Party's proceedings are seriously disapproved when the *Kensetsu* or the Press publicly insists on the right of the Government to appoint a civilian as head of the War Ministry. The crucial test of the strength of liberalism in Japan now confronts the country in the matter of its future policy in China. So far that policy has always reflected the aggressive plans and tendencies of the fighting clans, a fact which nearly everyone professes to deplore, but which no public man ever dares to attack openly. It is significant that even the leading intellectuals and aristocratic young radicals all fight shy of tackling this question in real earnest. This is attributable to the faulty system which is still the strongest moral and political force in Japan.

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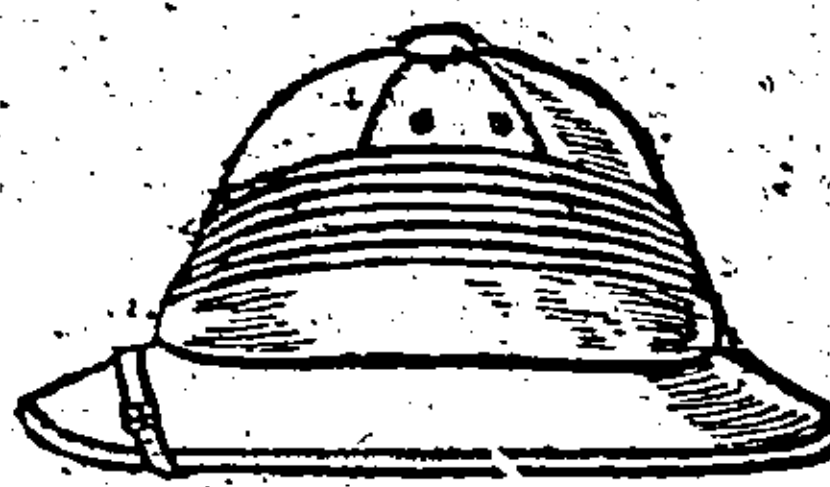
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THE Undersigned have received instructions to sell by Public Auction, on
FRIDAY, June 4, 1920,
commencing at 10.30 a.m.
at Messrs. Tse Fat's Godown,
Kennedy Town,
(For account of the concerned)

1063 bags Tonkin Rice
(Stored in above Godown).
116 bags Tonkin Rice
(Stored in No. 11 Godown,
Hongkong & Kowloon
Wharf & Godown Co. Ltd.,
Kennedy Town).

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(Stored in No. 12 Godown,
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on
FRIDAY, June 4, 1920,
commencing at 11 a.m.
at their Sales Rooms, Daddell Street,
(For Account of the Concerned),
1 White Enamelled Pedestal Lavatory
with fittings.
1 Roll Printed Linoleum.

Also
A Quantity of Sundries.
Terms:—Cash on delivery.
LAMMERT BROS.,
Auctioneers.
Hongkong, May 31, 1920.

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FRIDAY, June 4, 1920,
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A Quantity of
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Comprising:—

Very finely carved blackwood, tables
lady's desk, armchairs, flower stands &
stools, silk tapestry covered drawing
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ner crockery, brass fender & fire
brasses, very finely carved Cherrywood
dressing table, Japanese water colours,
brass flower pots, ornaments, marble
top washstands, etc., etc.

Also
1 Cottage Piano by S. Moutrie & Co.
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2 Treadle sewing machines,
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Hongkong, May 28, 1920.

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THE CAPSIZING OF THE
CLAN GORDON.

The Board of Trade have issued the following report of a formal investigation held at Glasgow on the 14th, 15th, and 17th days of January, 1920, before William Harvey, advocate, Sheriff Substitute of Lanarkshire, assisted by Commander Graves, O.B.E., R.N.R., Captain Peter William Tait, and A. Scott Younger, into the circumstances attending the capsizing and loss of the British steamship "Clan Gordon," of Glasgow, No. 111269, in or near lat. 33deg. 8min. N. long. 74deg. 12min. W., North Atlantic Ocean, on or about the 30th day of July, 1919, whereby loss of life ensued. The inquiry was reported in *The Journal of Commerce* at the time.

The Court having carefully inquired into the circumstances attending the above-mentioned shipping casualty, finds that the reasons stated in the annex hereto, that the capsizing and consequent sinking of the vessel were caused by loss of stability, which was due to a serious error of judgment on the part of the master, Mr. John Gray McLean, in pumping out the Nos. 1 and 2 ballast tanks, when to maintain stability they should have been allowed to remain full.

ANNEX TO REPORT.
The "Clan Gordon," official No. 111269, was a steel screw steamship, built at Sunderland in 1900 by Messrs. William Dornford and Sons, Limited, and she was registered at Glasgow and classed by the British Corporation. The dimensions of the vessel are—length 355 feet, beam 45 feet, and depth in hold from tonnage deck to ceiling at amidships 24.7 feet. She was fitted with triple expansion engines of 2080 indicated horse power which gave her an average speed of 10 knots. Her gross tonnage was 2285 tons. The owners of the vessel were the Clan Line Steamers, Limited, of 109 Hope Street, Glasgow, and Mr. Thomas Barr of the same address, was designated the person to whom the management of the vessel was entrusted by and on behalf of the owners.

The vessel was built to Dornford's patent turret deck type with a flat plate keel and bilge keels fitted for the length of flat amidships. The propelling machinery was fitted amidships, and she had a cellular double bottom fore and aft, which was subdivided transversely into 6 separate watertight compartments, with after peak tank, and deep tank forward of boiler room to weight of main deck. The double bottom under the deep ballast tank was a separate watertight compartment. None of the ballast tanks was subdivided longitudinally. The screw spaces, and officers' and other accommodation was placed above the turret deck. The "Clan Gordon," at the time of the casualty, had on board four lifeboats, six life rafts, six life

buoys, and 68 life jackets. The lifeboats were fitted amidships, one on each side of what is termed the fiddle deck. Three of the lifeboats were stowed on the poop and three on the fiddle deck between the lifeboats. Each member of the crew was supplied with a life jacket, which was kept either in the man's bunk or in a handy position thereto. The ship was efficiently manned by a crew of 62 all told.

The vessel was dry docked in New York, and certain repairs were carried out, including patching of No. 3 ballast tank. This tank appears to have been in a somewhat doubtful condition, but according to the evidence it was tested when repairs were completed, and found to be tight. As no material issue depends on the state of this tank the court attaches no importance to its condition.

The cargo, consisting of case oil and bags of wax, appears to have been properly loaded and stowed, and when completed the holds were all quite full. In addition to the cargo (4,432 tons) the vessel had on board 770 tons of bunker coal.

During the loading Nos. 1, 2, 5 and 6 water ballast tanks were filled, but Nos. 5 and 6 were pumped out before loading was completed. This left Nos. 1 and 2 full, giving a weight of 290 tons water, and with this total weight of approximately 5,600 tons on board the draught of the vessel was 22ft. 11in. The master allowed that he would rise 3in. when she got into salt water, and the draught of 22ft. 8in. is accepted.

The "Clan Gordon" left New York on the 18th July, 1919, bound for Dalny and another port in North China, via the Panama Canal, at 5 p.m. and discharged her pilot at 6.30 p.m. and the master stated that shortly afterwards he tested the ship for stability by putting the helm hard over each way and found that she was quite stable. It appears that he had decided to pump out Nos. 1 and 2 tanks before sailing, but for some reason deferred this operation until after leaving the port. He was closely questioned by the court as to his reason for taking this ballast out of the ship, and he stated that as he had no doubts whatever as to her stability under the prevailing conditions, he simply wished to improve her trim and thereby probably increase her speed, and enable her to better withstand bad weather. The bad weather which might be expected in the hurricane season in the Gulf of Mexico. On July 30, the sea being moderate with light N.E. wind, the master about 8 a.m. ordered these two tanks to be pumped out, and at noon the chief officer reported to him that No. 1 was empty and that No. 2 had been started. During the afternoon it was observed that the vessel took a list of about 5° or 6° degrees, but this caused no alarm, as this big No. 2 tank holding 126 tons, was being emptied, it was stated by several of

the witnesses that this list was somewhat less about 4 p.m. but there is some doubt on the matter. About 4.30 p.m. the master, intending to take bearings for compass error, told the quartermaster to port the helm and immediately this was done and the vessel commenced to swing, she started to heel over to port and went over to about 60° or 70° degrees. The master at once saw the serious position, and ordered the boats to be cleared and lowered, but this was found to be impracticable, and the final stages in the casualty occurred so quickly that it was a case of every man for himself. The chief officer stated that he cut the falls of the boats on the port side, which were then awash and partly filled with water. Unfortunately, the heeling over had occurred so suddenly that the second engineer, who was on watch in the engine-room at the time, had no opportunity of stopping the engines. Indeed, he stated in court that he received no orders to do so, and he had to hurriedly get out of the engine-room by walking up the front of one of the main columns. Therefore the vessel continued to have considerable headway and the boats quickly drifted clear of the ship. The same cause affected the rafts, and although a number of men were able to get on to them, the majority had to take to the water and keep themselves afloat as well as possible until help arrived. Fortunately the life jackets were handy, and these appear to have been utilised fully.

The vessel had by this time turned bottom up, and all hands were clear of her, most of them swimming and kept afloat by various means. The weather was fine, with a light N.E. wind and slight sea, and fortunately at this time the s.s. "Abangarez" hove in sight and bore down to the scene. The survivors were all picked up, but three men were missing, viz., the wireless operator and two, Lascars, another Lascar, an old man, died soon after being taken on board the rescuing steamer. As far as could be ascertained good discipline was maintained on the "Clan Gordon," but the casualty occurred with such suddenness that as stated before, it was quickly a case of every man for himself, no evidence was forthcoming as to the actual manner in which the three men lost their lives and the fourth received such injuries as to cause his death, but probably they could not swim, or they may have received injuries when trying to get clear. The wireless operator was standing with the third officer amidships when the vessel heeled over, and as the port side went under they were washed aft under the whaleback. The officer got clear, but the wireless operator was not seen again.

In reviewing the whole of the evidence the court found:—
1. That the cargo as loaded was for practical purposes homogeneous, and filled completely the cubic space in the holds and tween decks.
(Continued on Page 9)

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The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, WEDNESDAY, JUNE 2, 1920.

ADVERSARIA.

On Tuesday evening, three while striding the DECADES. University Registrar, the Adversarian confessed in passing that he had been engaged in newspaper work for thirty years. A reader seizes upon that casual remark, and writes: "You must have had many remarkable experiences. Why not tell us some?" The objection is this. Once embarked upon the job of talking about himself, always a fascinating business, the Adversarian might not know when to stop, for three decades of active journalism certainly do include a vast amount of copy. However, when things are slack, no strifes, and we are bored in our dug-out, we may venture on a reminiscence or two.

The reader-mentioned LIBELS is curious to know how many libel actions have been suffered. He would be surprised to hear how few they were. Our first was when we were a "black and white" man. We began journalism as an illustrator, and only when photography and the development of process-blocks made its earnings precarious and thin did we take to scribbling. Our first libel was in a comic picture. The proprietor was a Club man, and a fellow member of his was a Social Climber, a newly-rich, rather absurd person, who took to the hunting field late in life, and made rather an ass of himself. One day the proprietor brought to us a photograph of this person, and said: "Make a drawing of this man falling off his horse in the hunting field. There's a joke going round about him." Perhaps we did exaggerate his pained too much, or perhaps we added a chin too many. Anyway, he sued the paper for libel, and got a halfpenny as damages. But that halfpenny carried costs, and those costs, taxed, cost the paper £600! Remind us, one of these days, to tell you about a libel action in which the plaintiff, a male, had been accused of wearing corsets. At present we have other fish to fry.

The natives of Galapagos, a voracious cannibal, neither read nor write, but their happy days are numbered. The Baptist church is

going to spend \$3,000,000 on their conversion. Their capacity for resistance is not so great as that of the Chinese. Do you remember what Henry Ward Beecher said of the Chinese? "We have clubbed them, stoned them, burned their houses and murdered some of them, yet they refuse to be converted. I do not know any way except to blow them up with nitroglycerin, if we are ever to get them to heaven."

There are at least two persons in Shanghai who think that "sorority" is an "ugly" word, and have said so in print. They both, apparently, accept "fraternity" as all right. What makes verbal ugliness? They blame America for coining the word, but it is older than that, and we see no ugliness in it. "Sisterhood" doesn't give the exactly up-to-date shade of meaning it carries, just as "brotherhood," strictly used, means a little more than fraternity. We repeat: what makes a word "ugly" to such foolish critics? Two many "r"s? In that case they would object to "river," which is a beautiful word, or to "borrower," which is Shakespearean. Besides, fraternity, which they swallow, has as many. Such talk of ugliness is thoughtless and silly so long as a word has rhythm, and can be smoothly uttered. Where's their authority for damning sorority? For all eternity, good as fraternity, this very word they pretend to dislike, is lawfully gotten (their comments are rotten) Xes, girls, believe us, sorority's right.

Mark them well THEIR REAL while they talk REASON, and if you are not afraid of offending them, cross-examine them and watch their shifty looks, their hesitant utterance, their emotional discomfort. They condemn on the ground of taste, asserting this that and the other fault, but their real reason is bad conscience and fear. Suppose that a cinema photographer were permanently stationed at the corner of Lyndhurst Terrace, continuously filming the traffic. Do you think that some who figure in that traffic would not stay away, if they couldn't first, by protest, get the camera man to go away? The China Mail is a camera. Mark well the demeanour of those who condemn it. If they have nothing to hide. An Old Resident, in fact, says that he verily believes Hongkong is a little better than it used to be, because of our efforts, and bids us persevere. We will.

The Shanghai Mercury reports the presence of a Chinese Bolshevik in Shanghai. Its news item, like Miss Ward's Fat Boy, made our flesh creep. Then we analysed it, and our flesh began to behave normally again. The Chinese was a servant, arrested for petty thefts from a Russian. He had been in Vladivostok (the plot thickens) and he actually "spoke Russian." How many words is not stated. The Russian said the defendant had been captured by the Reds, but escaped, and served in the White army. The defendant in the dock was cheery. The British Assessor, probably in humorous allusion to the thefts, said that the defendant had come to Shanghai with the Bolshevik idea of "community of property." Eighteen months jail—expulsion to follow. According to that every thief is a Bolshevik. We regret that this one authentic instance of a Chinese Bolshevik should fizzle out as it has done, but we cannot help it. We will try to take better care of the next one.

The Chinese young ladies at the school over the way yesterday afternoon of "God be with you till we meet again." That promised event took place at ten a.m. this morning, when they gave us eleven stanzas of "Throw out the life-line," *de capo*. The next dollar we give to the missionaries will be a trouser button.

Alexandre Miller, the French premier, spoke very plainly in the message that came from the Havas agency last evening. He spoke of the doubtful indemnities, but pointed out that the Rhine territory was a real asset. They had it, and were not disposed to give it up. Now we know.

The s.s. Jehangir, S.S. JEHANGIR, (Capt. A. Jenkins) has just completed a remarkable voyage. After lying for six months or more at Taikoo, she put to sea again yesterday and was successfully navigated to the vicinity of Stonecutters, where she is now at anchor, and inhabited by court bailiffs. She is to be sold. As she left Taikoo she was decorated with huge placards, "We'll be back soon," "Waitress wanted," "Not open on Sundays," and the like. Some of the Taikoo employees are said to have wept as she went.

There was a dog fight in Wong-neichong road last night. Every time one of the big dogs barked, a little dog half a mile away, on the Police Club tennis court, lifted up its head and yapped. It may strike you as quite irrelevant, but we were reminded of the incident when we read the Morning Post leader this morning, on the University sensation, with its doubly split infinitives: its furtive assurance that things already published were merely a "regrettable crop of rumours and misunderstandings," and its effrontery in asserting that "we must now have faith in the assurances of the Registrar." The China Mail has conclusively demonstrated the value of the Registrar's assurances, with a deep, deep bark. The little dog on the Police Club tennis court has yapped. Such behaviour has its humorous side, of course, but it is also impudent. Hence this growl. We will not do all the spade work, take all the risk, and then tolerate such cheeky suggestions that everything is for the best in this best of all possible Universities, and that the China Mail was wrong all along. Especially when it is apparent that the verbal fandango danced on our private grassplot was scribbled in a state of abnormal ignorance of the real issues. The chief object," says the sapient scribe of this superfluous utterance, "should be to obtain the utmost value for the outlay." The chief object should be not to lay out what you haven't got, is our amendment, and we suggest that it applies with equal force to the University Council and to the leader-writer now reprimanded.

The new road round the island, or part of it, was closed yesterday, owing to damage by the rains. The new pier at Repulse Bay is much discussed. Even at low water, it is inaccessible from the shore, and, of course, anyone landing on it from a launch is unable to get ashore without wading. In this connection we have a suggestion to make. The beach is littered with stones, which have to be removed in order to make it safe and comfortable for bathers. At present it is no one's business to hire coolies to remove them. We suggest a little bit of pleasant civic enterprise to the bathers, such as cleaned up the famous Walkid beach at Honolulu. If every batherman, man or woman, picked up one stone, and carried it and dropped it on the line between the new pier and the shore, the beach would be improved, and a fine new causeway

would be made free of cost to the public. Enthusiastic young men would, of course, carry more than one stone. It would not be injudicious, tucked in the right spirit, and in days to come we could all point with pride to the causeway and say we had a hand in making it. If the P.W.D. butts in, jealously, tell us, and we'll reprove 'em.

LOCAL AND GENERAL.

To-day's dollar is worth 4s. 13d.

For snatching some money from a hawk's stall, a Chinese was this morning given six weeks' hard labour by Mr. N. L. Smith.

The parade at Happy Valley which was to have been held to-morrow has been postponed. At noon to-morrow His Excellency will hold a reception of the Foreign Consuls, at Government House.

Inspectors Cashman and Watt and Sergeant Swan and Macdonald of the Hongkong Police Force are going home on leave by the s.s. "Delta" on Saturday. Inspector Watt will be accompanied by Mrs. Watt and family.

Mr. Li Ping, the contractor, says he did not discover the corpse on Pokfulam Road, as reported in yesterday's China Mail. We believe him, of course, and that a mistake has been made; but must point out that his name is entered on the Police report concerning the discovery.

An earth coolie employed in connection with some construction work at Repulse Bay, was this morning charged by Inspector Kent with the theft of some clothing valued at \$62, the property of his folks. The inspector said the defendant suddenly got greedy, and ransacking the matshed used as a common-dwelling by the defendant and his folks, he absconded. A coolie foreman saw the defendant walking in Woongneichong Road yesterday, wearing a suit of clothing belonging to him, and had him arrested. His Worship asked if the defendant would meet with any difficulty in disposing of the other clothing he had stolen. The inspector said he would not, he could easily pledge them at some pawnshop, where questions are rarely asked. His Worship remarked that the defendant did not appear to him to be a professional thief. The inspector agreed. Four weeks' hard labour.

Two Chinese women were this morning charged before Mr. N. L. Smith at the Magistracy, with receiving and harbouring a 13-year-old unmarried girl, against her guardian's consent. The case was remanded. The facts of the case are that when five years old, the girl was sold to a woman in Shanghai. She grew into a pretty little maid, and a nephew of the adopted mother fell in love with her. He brought her to Hongkong and then went to live in Macao. After some time, he told her he was going to sell her, and promised to give her half the proceeds of the sale. She apparently had no objection, for he took her to the house of one of the two defendants and kept her there for a while. One day the second defendant made her appearance, and told the girl that she was being watched by the Macao Police, and that they had better come to Hongkong. In Hongkong the girl was adopted mother, saw her sitting in the verandah of a house eating rice, and informed the Police. Investigations were then made, and the two defendants were arrested. The girl's lover has disappeared.

TO-MORROW'S REVIEW.

To-morrow is the birthday of H.M. the King. In celebration of this event a parade will be held at Happy Valley, at 9.30 a.m. This is expected, will be of a very impressive nature as the following units will attend: the Royal Navy, Royal Artillery, H.K. and S. R.G.A., Royal Engineers, 2nd Bn. Wiltshire Regt., 2nd Punjab and 74th Punjab. H.E. the Governor will attend and on his arrival the salute will be given and the Union Jack broken out. The parade will be inspected, His Excellency then returning to the saluting base. A Royal Salute will then be fired by the H. K. and S. R.G.A. After the 7th 14th and 21st rounds of the salute the troops will fire a feu-de-joie, at the conclusion of which the Royal Salute will be given while the band plays the National Anthem. The salute being completed His Excellency will call for cheers for His Majesty. The parade will then march past in column of companies, the band of the 2nd Bn. Wiltshire Regt. playing for those units which have no band of their own. After the march past the units will proceed to their quarters.

In the evening a levee and ball will be held at Government House. The military dress for the occasion has already been commented upon in the China Mail.

THE KING'S BIRTHDAY.

ARRANGEMENTS FOR THE RECEPTION AND BALL AT GOVERNMENT HOUSE.

On Thursday evening His Excellency the Governor and Lady Stubbs will receive guests in the Ball Room at 8.15 p.m. there being a Private Entree at 9 o'clock for those who have received Private Entree cards. Guests are kindly requested to arrive promptly and to bring with them a card with their name written thereon to be handed to the Aide-de-Camp in the Ball Room.

The Ball will commence at 10 o'clock, and at 11.30 p.m. Supper will be served downstairs in the Supper Room.

The regulation of chairs and other conveyances will be under the control of a Police Inspector to whom guests requiring any information should apply. Special Trains are arranged for the following hours:—1 a.m., 1.30 a.m., 1.45 a.m., 2 a.m. and 2.15 a.m. A Special Ferry will leave for Kowloon at 2 a.m.

"COMMANDER HENDERSON" AGAIN?

Three Europeans—one dressed in white with a straw hat, and the other two in white trousers, black coats and topees—hired a motor car last night, and after a good time, they stopped the car in Wyndham Street, opposite the Dairy Farm, well after midnight. A lengthy and rather noisy conference was then held as to who should pay the car off. Unable to come to a decision after a quarter of an hour, one of the "black coats" rode off in a chair, leaving the others to argue the point. Eventually the man in white walked—or rather staggered—away. Apparently he was the man who hired the car, for the chauffeur followed him. The following conversation then took place:

Man in white: What are you following me for?
Chauffeur: I want money.
Man in W: You go to hell, I have no money.

The chauffeur continued to follow.
Man in W: Don't follow me, I was you.

Chauffeur: You pay for the car.
Man in W: I asked for a chat. You have no chat with you, so you get no money.

Chauffeur: You no can sign chat. Must pay cash.
Man in W: Go away, damn you (making a hit at the chauffeur with a stick, just missing his face by the fraction of an inch).

The chauffeur continued to follow, and they disappeared out of sight, arguing the point all the way.

Meanwhile, the other "black coat" sat on the foot board of the car. After a while, when the chauffeur did not return, he amused himself by playing a tune on the hooter.

Eventually, the purr of a starting car was heard (in regions of 1 a.m.), and many a "thank God" escaped the lips of the peaceful citizens living in the vicinity.

Was the ride paid for? The garage people ought to be able to give that information. Unfortunately, it was too dark, and too late to ascertain the number of the car.

Had the Police turned up, the chauffeur would probably have been prosecuted for neglecting his car. It was really not his fault. It was a case of getting the money or paying out of his own pocket. A motor chauffeur's lot is a hard one. It is not all joy rides and tips.

A constable should be posted at this particular spot between 11.30 and 1.30 a.m., and then a spoke might be put in the wheel of these joy-riders.

THE "CANTON TIMES."

CANTON, May 31.

The Canton Times, the only English daily newspaper in Canton, has been closed by the Military Governor. The Times has on May 20 made comments favourable to Dr. Sun Yat-sen, Dr. Wu Ting-fang, Mr. Tang Shao-yi, and other constitutionalist leaders, criticizing the policy and conduct of the present militarist leaders in Canton.

The Canton Times was supported by the constitutionalist leaders who have by this time already left Canton, if not having done so several weeks ago. For the last few weeks the Canton Times seemed to be the only defender of constitutionalism still left in Canton, but it stood unmoved notwithstanding lucrative offer from interested persons first and threat of persecution afterward.

It is understood that the management will take steps to have publication resumed. The Times, before action was taken against it, had no chance whatever to defend itself, as the order was a summary one, although not unexpected.

FOR A LAME BACK.

When you have pains or lameness in the back, be the parts with Chamberlain's Pain Balm twice a day, massaging the palm of the hand for five minutes at each application. Then drench a piece of flannel slightly with this ointment and bind it on over the seat of pain. For sale by all Chemists and Storekeepers.

THE "NAMSANG" CASE.

At the Magistracy, before Mr. N. L. Smith, yesterday afternoon, the hearing was resumed of the "Namsang" gold robbery case.

After the Chief Officer of the ship had given evidence corroborating the statement made by the Second Officer, as reported in Monday's China Mail, the informer, a clansman of the defendant, was called, and replying to Mr. M. H. Turner, for the prosecution, said the defendant and he came from the same village. He had known the defendant for many years. The defendant left the village early last year, to join the s.s. "Namsang," as a seaman. Witness did not see the defendant again until March this year, when he (witness) went to the country. He then saw the defendant there. The defendant said he had come home to get married. Witness was present at the wedding, which was a "swell" affair. The defendant gave a wedding feast to the villagers, which lasted five days. The feast cost the defendant \$800 to \$900. The defendant was not a rich man when he left the village to join the "Namsang".

Before he got the job on the "Namsang," he worked as a stoker on a small river boat plying between the village and Canton. His sudden return to the village with lots of money, caused some surprise to his clansmen. The defendant never told witness how he got his money, but he told his own relatives, and soon it leaked out that the defendant had had taken part in a big robbery of gold coins, and this explained his sudden wealth. The story soon became public property, and was discussed throughout the length and breadth of the village. Everyone knew about it.

By Mr. Turner: The defendant's father used to own a small timber yard, with a capital of about \$200. Since the defendant's return, his father's business had spread rapidly, and it now has a capital amounting to some thousands of dollars. Soon after the defendant's arrest, his parents disappeared from the village. He (witness) could not say if the defendant's father sold up his business before leaving the village.

Asked if he had any question to put to the witness, the defendant said he borrowed the money for his wedding feast. His father was not the owner of the timber yard, but an employee.

Witness: That is not so.

Defendant: He is my father, and I ought to know.

A Chinese seaman of the s.s. "Namsang" was then called, and stated that he occupied a bunk opposite the defendant on board the ship. Soon after the ship's arrival in Singapore, on Sunday, November 16, the defendant went ashore. Witness did not see him on board on the Monday, until now (in the dock). Altogether three seamen deserted the ship at Singapore. Simultaneously with their disappearance, the robbery of a large quantity of gold coins from the ship's strong room, was discovered.

The defendant denied that he went ashore on the Sunday. He alleged that he was on board all that day and night, and went ashore on the Monday morning.

Witness: Everyone went ashore soon after the ship's arrival in port. All returned in the evening, except the defendant and two others.

By his Worship: The defendant was not in his bunk all Sunday night.

Making a statement in his own defence, the defendant said when he went ashore at Singapore, he met two men who spoke to him about smuggling some opium ashore from the ship. He was given the job of keeping watch at the bow of the ship whilst they did the smuggling. He was to be given \$1,000 for the work which occupied half an hour. When the opium had been safely removed from the ship, he was asked to desert the ship and meet the smugglers at a brothel. He did so, but failed to find them. He searched for them all over Singapore, and failing to find them, he took ship and returned to his native village. He got married in the country, and was about to come to Hongkong in search for employment when he met a clansman who asked him for a loan of \$50. He refused to accommodate him, and the latter accused him of stealing gold from the "Namsang," and gave information which led to his arrest. He alleged that the evidence given by his clansman in Court, was all false, and actuated by malice.

Mr. Smith convicted the defendant and sentenced him to six months' hard labour.

GOLD IN VASELINE.

ATTEMPT AT SMUGGLING.

Another ingenious attempt to send or smuggle gold out of the country has been discovered through the smartness of South African Customs officials. It appears that 40 cases of vaseline had been consigned from Pretoria to India by the s.s. "Karagala," and while the officers were searching they discovered sovereigns hidden in a number of the 5,750 bottles of vaseline. Probably, if the attempt had succeeded, the next consignment would have contained more specie.

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SHINGHAI RACE STORY.

A PONY CALLED "LAUGH."

And speaking of sports I had a great laugh at the Race Club the other day.

The name of the horse in the race was "Laugh." I was in the betting ring, and a sport behind me said, "Why that horse won't be one-two-six." Just for that I handed the bookmaker two five dollar bills and said "Laugh, both ways, for me please." He said "Laugh both ways? Why if all I can do to laugh one way these days."

I said, "I want the horse 'Laugh'."

So he took my money and gave it to me.

Just then the race started—and a man with a pair of field-glasses stood on a high stool and called out the positions of the horses.

He said "They're Off—Laugh last."

The bookmaker turned to me and said "Laugh last." I said "I will if I win."

Then the bookmaker held up a twenty-five cent piece and said "I'll bet you this that that horse is not heard of again in the race."

Just then the man with the glasses said "Laugh at the quarter."

So I did—and took it.

Later on, the man shouted: "In the stretch—Laugh on the inside."

And while I was trying to laugh on the inside he said "Laugh wins."

When I cashed my ticket I said to the bookmaker: "Laugh first." He said "I did."

So I took the money and laughed last.—Lloyd's Weekly.

PORTUGUESE LADS IN TROUBLE.

At the Magistracy, before Mr. R. O. Hutchison, this morning, Inspector Kent of No. 2 Police Station, charged three Portuguese lads—Bricio Silva, Francisco Mendes and William Seina—with feloniously and burglariously breaking and entering No. 5 Blue Buildings, 2nd floor, on the 31st ultimo, and stealing \$191 in money and jewellery to the value of \$56.75, the property of Mr. D. J. Santos of the Water Works Department of the P.W.D. The Inspector said that the first defendant was the adopted son of the complainant. He left home in Easter, and had not returned since. On the night of Monday, the 31st ultimo, the complainant went to a birthday party, and returned home late. On entering the house, he found that the place had been broken into, and the property stolen. He made enquiries, and learned that his adopted son had been seen in the house during his absence. Mr. Santos at once reported the matter to the Police and acquainted them with his suspicion. A description of the lad was given to the Police, and all the wharves and railway stations were watched. On visiting the Canton boat, a detective discovered the three defendants, and took them into custody. The Inspector said he was not prepared to go on with the case, as only that morning a second charge had been preferred against the defendants, of theft of three bicycles valued at \$120, which they were alleged to have taken to Canton and sold.

His Worship: What do they do?—Nothing, your Worship. They are scoundrels.

The Inspector said that it was discovered after the defendants' arrest, that after stealing the property, they went to Kowloon where they walked about until the last ferry had come in. They slept on board and came across the harbour with the first ferry in the morning. They had breakfast in a Chinese restaurant, and then boarded the Canton boat.

The case was remanded until Friday, for hearing.

ERRONEOUS REPORT.

SHIPPING BOARD NOT DEAD.

A report which appeared in the May number of the American Exporter, a monthly magazine of business published in America which has a large clientele of subscribers and advertisers in the Orient, to the effect that the U.S. Shipping Board is withdrawing from the active operation of ships, and that the ships will be turned over to agencies which will regulate freight tariffs and all matters pertaining to the vessels, is officially denied by Messrs. Smith and Dixon's Hongkong manager. A cable has been received from the American government asking that wide publicity be given to the denial of the report referred to, and has been sent to all Shipping Board ship operators in the Orient, and probably all over the world.

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HIMALAYA MARU—Sunday, 11th July.

HUENOS AIRES—Rio de Janeiro, Santos, Mauritania, Durban and Cape Town via Singapore.

SEATTLE MARU—Sunday, 4th July.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

INDUS MARU—Friday, 4th June.

GANGES MARU—Tuesday, 29th June.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

MITSUKI MARU—Friday, 14th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at immediate ports in Japan and taking cargo Overland points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.

CHICAGO MARU—Tuesday, 8th June.

ABARU MARU—Tuesday, 23rd June.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

AMAZON MARU—Saturday, 26th June.

JAPAN PORTS—Moji, Kobe, Yokohama, Yokohama.

KOSOKU MARU—Sunday, 20th June.

KRELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.R.K. wharf near the Harbour Office.

AMAKUBA MARU—Sunday, 6th June.

TAKAO via SWATOW and AMOY.

SORBU MARU—Thursday, 3rd June.

SABER MARU—Monday, 14th June.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

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"CROSSEY" About June 15th.

"ICONTUM" About June 22nd.

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For PORTLAND Direct.

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Through Bills of Lading issued to Overland Common Points.

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Via Panama

S.S. "WYTHEVILLE" Sails about June 29th

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HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DEPARTURES ABOUT SAILING ABOUT

S.S. WEST HIXON June 15. S.S. WEST HIXON June 17.

S.S. WEST MONTOP July 10. S.S. WEST MONTOP July 12.

S.S. WEST HIRA Aug. 10. S.S. WEST HIRA Aug. 12.

Through Bills of Lading to all U.S. and Canadian Overland Points; no Transshipment en route.

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FAST AND LUXURIOUS MAIL STEAMERS.

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Steamers tons Leave Hongkong.

SIKIERIA MARU 20,000 13th June.

SHINYO MARU 25,000 17th June.

SHINYO MARU 25,000 5th July.

KOREA MARU 20,000 14th July.

TENYO MARU 25,000 11th Aug.

From Kobe. *Call at Keelung. *Outfitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU.

SAN FRANCISCO, SAN PEDRO, SANTIAGO, SANTIAGO, SANTIAGO.

CALLAO, ARIQUA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers tons Leave Hongkong.

KIYO MARU 17,200 July 13th.

ANYO MARU 15,500 Sept. 9th.

*Tickets are interchangeable with the Canadian Pacific Ocean Service, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

FREIGHT SERVICE.

Direct Freight service to CUBA and NEW ORLEANS, via San Francisco, Balboa, and the Panama Canal.

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HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki ("Moji") Kobe and Yokohama)

STEAMERS From VANCOUVER

Empress of Asia June 9 June 21

Monteagle June 8 July 2

Empress of Russia July 1 July 19

Empress of Japan July 20 Aug. 10

Empress of Asia July 28 Aug. 16

Monteagle Aug. 13 Sept. 5

Empress of Russia Aug. 26 Sept. 13

Empress of Japan Sept. 14 Oct. 5

Empress of Asia Sept. 23 Oct. 11

Empress of Russia Oct. 21 Nov. 8

Monteagle Oct. 26 Nov. 19

Empress of Japan Nov. 9 Nov. 30

Empress of Asia Nov. 18 Dec. 6

Empress of Russia Dec. 16 Jan. 3

Passage Rates Hongkong to United Kingdom.

Empress of Russia 16,850 Tons Reg. Gold 5,000 Tons Reg. Gold.

Empress of Asia 16,850 Tons Reg. Gold 5,000 Tons Reg. Gold.

Empress of Japan 16,850 Tons Reg. Gold 5,000 Tons Reg. Gold.

Monteagle 16,850 Tons Reg. Gold 5,000 Tons Reg. Gold.

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| S. S. | Tons | From Hongkong (about) | Destination |
|-----------|-------|-----------------------|--|
| "DELTA" | 8,000 | 5th June at Noon | Singapore, Penang, Colombo, Bombay, Port Said, Marseilles, London & A. Werp. |
| "NELLORE" | 7,000 | 16th June at Noon | MARSHALLS LONDON & A. Werp. |
| "KARMALA" | 9,000 | 27th June at Noon | MARSHALLS LONDON & A. Werp. |

BRITISH INDIA-APCAR SAILINGS (South)

| S. S. | Tons | From Hongkong (about) | Destination |
|------------------|-------|-----------------------|--------------------------------|
| "ARRATOON APCAR" | 4,500 | 5th June at 1 p.m. | Straits, Rangoon and Calcutta. |

EASTERN & AUSTRALIAN SAILINGS (South)

| S. S. | Tons | From Hongkong (about) | Destination |
|--------------|-------|-----------------------|---|
| "KIDDERPORE" | 5,200 | 3rd June at Noon | Melbourne via Sandakan, Thursday Island, Brisbane and Sydney. |

SAILINGS TO SHANGHAI & JAPAN

| S. S. | Tons | From Hongkong (about) | Destination |
|-------------------|-------|-----------------------|----------------------------|
| "KARMALA" | 9,000 | 4th June at 10 a.m. | Shanghai, Kobe & Yokohama. |
| "KILDONAN CASTLE" | 9,700 | 10th June at 3 p.m. | Shanghai. |
| "DEVANHA" | 8,100 | 19th June at Noon | Shanghai and Japan. |

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All Cabins are fitted with Electric Fans free of charge.
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Passes Measuring not more than 21 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

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N. Y. K.

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FUSHIMI MARU (Callings Manila & Keelung) Friday, 20th June, at 11 a.m.
TAJIMA MARU (Callings Manila & Keelung) Friday, 20th June, at 11 a.m.
KATORI MARU (Callings Manila & Keelung) Friday, 2nd July, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

KITANO MARU ... Friday, 11th June, at Noon.
INABA MARU ... Friday, 25th June, at Noon.
KAMO MARU ... Friday, 9th July, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TSUBUGA MARU ... Monday, 21st June.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

TOKIWA MARU ... End of June.

ELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 23rd June, at 11 a.m.
NIKKO MARU ... Wednesday, 23rd June, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroto, San Francisco, Panama & Colon.

TOYOOKA MARU ... Middle of June.

SOUTH AMERICAN PORTS via Cape.

KAWACHIMARU ... Beginning of July.

OMRAY & COLOMBO via Singapore.

BOMBAY MARU ... Thursday, 10th June.
TAJIMA MARU ... Saturday, 12th June.

ALCUTTA & RANGOON via Singapore & Penang.

SHINGO MARU ... Wednesday, 9th June.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Friday, 25th June, at 11 a.m.

YANGHAI, KOBE & YOKOHAMA.

AWA MARU ... Wednesday, 2nd June.

KAMO MARU ... Thursday, 3rd June, at 10 a.m.

SHINZUI MARU ... Saturday, 5th June.

Further information apply to

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VESSELS ADVERTISED AS LOADING

| DESTINATION | VESSEL'S NAME | FOR FREIGHT APPLY TO | TO BE DEPARTED |
|---|-----------------|---------------------------|-------------------------|
| San Francisco via Shanghai & Japan, &c. | Shinyo Maru | Togo Kisen Kaisha | On 17th June. |
| San Francisco via Shanghai, Japan &c. | Shirata Maru | Togo Kisen Kaisha | On 18th June. |
| San Francisco via Shanghai, Japan &c. | Colombia | Pacific Mail S.S. Co. | On 14th July. |
| San Francisco via Shanghai, Japan &c. | Equador | Pacific Mail S.S. Co. | On 18th June. |
| San Francisco via Shanghai, Japan &c. | Nile | China Mail S.S. Co., Ltd. | On 18th June. |
| San Francisco via Shanghai, Japan &c. | Nanking | The Admiral Line | On 18th June. |
| Seattle, Tacoma, Victoria & Vancouver. | Chicago Maru | Ozaka Shosen Kaisha | On 24th June. |
| Victoria, Vancouver, Seattle & Tacoma. | Fushimi Maru | Nippon Yusen Kaisha | On 18th June. |
| Victoria B.C. & Seattle via Strait, &c. | Empress of Asia | Canadian O.S. Ltd. | On 3rd June. |
| Vancouver via Shanghai, Japan &c. | Montevideo | Canadian O.S. Ltd. | On 3rd June. |
| Shanghai, Kobe & Yokohama | Kamo Maru | Nippon Yusen Kaisha | On 23rd June at 10 a.m. |
| Australian Ports via Manila. | Kyo Maru | Togo Kisen Kaisha | On 18th June. |
| Australian Ports via Japan. | Nellore | P. & O. B. & A. I. | On 18th June. |
| Marseilles, London & Antwerp. | Montague | The Admiral Line | On 18th June. |
| Shanghai and Yokohama | Perla | Dredell & Co., Ltd. | On 18th June. |
| Nagasaki, Kobe & Yokohama | Niko Maru | P. & O. B. & A. I. | On 4th June. |
| Shanghai, Moji, Kobe and Yokohama | Karmala | P. & O. B. & A. I. | On 4th June. |
| Amoy, Shanghai and Peking | Shantung | Butterfield & Swire | On 4th June, at 3 p.m. |
| Shanghai and Tientsin | Teah | Butterfield & Swire | On 4th June, at 4 p.m. |
| Calcutta via Straits & Rangoon | Singo Maru | Nippon Yusen Kaisha | On 5th June. |
| Singapore, Penang & Belawan-Deli | Van Warwick | Ozaka Shosen Kaisha | On 5th June. |
| Keelung via Swatow and Amoy | Anakura Maru | Ozaka Shosen Kaisha | On 15th June. |
| Saigon, Bangkok & Singapore | Unpao Maru | Ozaka Shosen Kaisha | On 15th June. |
| Swatow, Amoy & Foochow | Hailong | Douglas Larrak & Co. | On 4th June, at 2 p.m. |
| San Francisco Direct | West Rimrod | Struthers and Dixon, Inc. | On 8th June. |
| Bombay & Colombo | Indra Maru | Ozaka Shosen Kaisha | On 2nd June. |
| London and Antwerp | Harve Maru | Ozaka Shosen Kaisha | On 18th June. |
| London via Spain, France & C. & O. | Kitano Maru | Nippon Yusen Kaisha | On 24th June, at Noon. |
| Manila, Delagoa Bay, Durban | Seattle Maru | Ozaka Shosen Kaisha | On 4th July. |
| Marseilles, London & Antwerp | Delta | P. & O. B. & A. I. | On 24th June, at Noon. |
| Tokyo via Swatow and Amoy | Shisen Maru | Ozaka Shosen Kaisha | On 14th June. |

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S.S. "EQUADOR" ... WEDNESDAY, June 30th.

S.S. "COLOMBIA" ... WEDNESDAY, July 14th.

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The following U.S. Shipping Board vessels

S.S. "EASTERN MERCHANT" ... FRIDAY, June 4th for San Francisco

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HONGKONG-CALCUTTA SERVICE

S.S. "LAKSHMI" ... WEDNESDAY, June 9th for Calcutta via

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THE FISHERMAN IN WAR.

PART THEY HAVE PLAYED.

A TRIBUTE TO HIS GALLANTRY.

Under the title "Fisheries in the Great War, being the Report on Sea Fisheries for the Years 1913-16-17-18," the Board of Agriculture publishes a really fascinating tale of the progress of the war as it affected the fishing population. Included in the accounts of the German submarines are reports made by shipwrecked fishermen, encounters with the enemy. While the particular stories there given may not have been published the general outline of these fights is well known; nevertheless they would repay their incorporation in any work dealing with this aspect of the war.

Dealing with the "permit" system which was brought into operation, it is remarked of it that it was a strong weapon, because its cancellation involved confinement to port. As a rule it was of little avail to tell the fisherman that if he entered a certain area he risked a violent death. His instinct and his training bade him follow the fish at whatever risk. The risk he was not prepared to take was that of standing idle on the quay while his fellows went out to the fishing or came back to soaring markets. The permits, therefore, exercised a useful influence.

PART THE OWNERS PLAYED. Of the owners it is recorded that they bore their full share of the national burden. Fishing vessel owners and others would cheerfully come, on receipt of a letter or telegram from the Board, from however distant a port, often at great inconvenience to themselves, simply because the department asked for their help, and in no case was any request received for the reimbursement of travelling expenses or of the other expenses incidental to long journeys and London hotel bills.

There is no doubt that the armistice came just in time to save our fishing population; for in the summer of 1918 the man-power reserves of the industry were reduced to so low an ebb that the Board and the Admiralty jointly appointed committees of inquiry to scrutinize the situation on all parts of the coast.

Reference has already been made to the submarine danger which our men had to encounter. They were of the breed of the men of Caister, "who never turn back. They did not use the language of heroes. It is doubtful, it is stated, whether they were conscious of being heroes. Their reports of encounters with the enemy are models of concise, unvarnished statements of fact. It is not in these, as a rule, but in unofficial conversations that the fisherman reveals his flashes of grim humour. He is seldom a conscious humorist but he speaks as he feels, and the fisherman on board the German destroyer, who, having been warned that he would be tried by court-martial, with every probability of being shot, nevertheless replied to the German officer: "Where is your English fleet?" "Ease down a bit, you will soon see them," was simply following the fisherman's custom in stating, without circumlocution, facts as they presented themselves to him.

A system of rewards ranging as high as £1,000 for information of the enemy's movements was devised by the Admiralty with a view to encouraging fishermen and others to forsake their work—and thus to risk incurring financial loss—in order to hasten to port with valuable news. The gallant action (since rewarded by an M.B.E.) of Ella Trout, aged 20, of Hallsands, Devonshire, who on September 8, 1917, rowed out and rescued a man from a submarine steamship and was able to give the authorities first news of the disaster is recorded, and deservedly recorded, at length.

KEEPING THE INDUSTRY GOING.

In the course of the report it is mentioned that: "The fisherman is a trained seaman, and the duties for which he was required by the Navy were those for which he was specially qualified, so that with the minimum of naval training he was already fit for them." The Board represented to the Admiralty that the men would be much more usefully employed at sea catch-

MOTORS FOR INDIA.

PRACTICALLY AMERICAN MONOPOLY.

During March, 2,651 motor-cars were imported into British India, and of these no fewer than 2,556 came from the United States and 68 from the United Kingdom. During the past official year the number of cars imported was 9,925 valued at Rs. 263 lakhs, against only 400 valued at over Rs. 10 lakhs in the preceding year. Out of these 9,925 cars, 9,353 were shown to have come from the United States, 448 from the United Kingdom, 17 from Italy, and three from France. The country of origin of most of the cars imported from the United States is, however, Canada. Bombay imported 4,213, Calcutta 3,452, Madras 966, Burma 689 and Karachi 605.

EGYPTIAN SCULPTURE.

NEW SPECIMENS FOR LOUVRE.

A beautiful example of Egyptian sculpture of the Naturalist period, which succeeded the school of the Theban priesthood, has entered the Louvre (Paris). This work, which the evidence proves to represent the god Ammon protecting King Tut-Enkh-Amun, has been bought for £10,000 from the princely house which first brought it to France about 1860. The peculiar point about the sculpture is that it has been purposely damaged by a succeeding generation of Egyptians. The god's hands and the head of the king have been skillfully chiselled away as well as the King's name, but the sacred signs are untouched. It is deduced from this that the king was one who had disowned Ammon and whose effigy was defaced by a successor faithful to the god.

King Tut-Enkh-Amun (c. 1358-1350 B.C.) was one of the successors of Amenophis IV., the great Pharaoh of the XVIII Dynasty (the period of the "New Empire"), who served to overthrow the worship of Ammon in favour of Sun worship. Tut-Enkh-Amun seems, to some extent at least, to have undone his predecessor's work, since he changed the original termination of his name from Aton (sun) to Amun (Ammon) and transferred the royal residence back from Ekhaton, the new capital of Amenophis, to Thebes.

ing fish than undergoing naval training ashore, and suggested that for definite enrolment for active service—which incidentally involved their payment as active service ratings—they should substitute a system of deferred service. This suggestion was accepted by the Admiralty, and was put into operation by the formation of Section Y, of the Royal Naval Volunteer Reserve, whose members accepted liability for service when called upon but were permitted meanwhile to continue their civil occupation.

When the war threatened paralysis to the trade, the Board, in June, 1915, requested the Colonial Office to seek information from Newfoundland and Canada as to the possibility of drawing a regular supply of frozen fish or fish packed in ice from those two countries. The Department of Naval Service at Ottawa took up the matter, and samples arrived at Liverpool, where they were distributed among some of the principal fish markets, but no general desire for further supplies was revealed, and the board did not proceed further with any endeavour to stimulate the importation of frozen fish. Nevertheless, there was a considerable development during the war of importation by private enterprise.

In a comparison of the figures for the quinquennial pre-war period 1909-1913 with the four years of war it is shown that the average quantity of fish landed fell practically to one-third, or 32.5 per cent., of the pre-war landings. The lowest amount in any year of war was taken in 1917. The value of the fish, however, showed a totally different line. The value of wet fish increased by 11.8 per cent., and that of shellfish by 23.8 per cent. The average value of wet fish in 1914 is given at 15s. 6d. per cwt., while in 1918 it was £3 0s. 5d., or nearly four times as much.

ILLUMINATED MANUSCRIPTS.

SOME OF BRITAIN'S NATIONAL TREASURES.

Mr. J. P. Gilson, keeper of the manuscripts, British Museum, writes to *The Observer* as follows:—

About a hundred years ago, Sir Thomas Phillips, of Middlehill, gourd-mand among manuscript collectors, told himself and others that the motive of his hobby was a desire to raise prices and so save manuscripts from neglect and destruction. There then, perhaps some justification for such a point of view. Appreciation is a word of two meanings, but the processes they express run concurrently. In the active and spiritual sense, the man who appreciates a fine thing is its worthy possessor, and the result of his appreciation is commonly the appreciation of the thing in a gross material sense, a raising of its monetary value. Before he died Sir Thomas had begun to say things about the dealers who sold him his manuscripts which showed that his object was achieved, but he did not exhibit any marked pleasure in the result. The inheritors of his vast accumulation, still in process of dispersion, have seen the progression of values move more rapidly. It may be doubted whether on the whole he reached the position of the man who both eats his cake and has it, who enjoys the possession of beautiful and interesting things, while all the time he is earning a good rate of compound interest on their purchase price. In later times many collectors of manuscripts, especially of illuminated manuscripts, have been able to get this satisfaction.

In part, this increased value is unearned increment. It results from the increase of the world's wealth and the spread of education. There are thousands now to value what a century back appealed only to scores, and tens of thousands who can afford luxuries which then only hundreds could afford. And the supply cannot increase to meet the demand. Illumination as an art practically died out in Europe four hundred years ago, and the efforts to revive it, whether in England or abroad, have still to prove themselves, though the last twenty years have seen striking developments, such as the beautiful writing of Mr. Graydon Hewitt and his scholars, and the excellent illumination work done by Belgian nuns during the war on the lines of French fourteenth-century art.

MR. YATES-THOMPSON'S CENTURY. But the modern collector has also done much himself to make his possessions more valuable. He has catalogued them and reproduced them by photography, and has employed competent scholars to elucidate their meaning and point out their relation to similar work elsewhere. Phillips, after all, had little active appreciation, and what he did to make public his manuscripts was ill-directed and of little use to scholars or the public. Mr. Yates Thompson, whose sale is the occasion of these remarks, is no gourd-mand, but an *un vrai gourmet* among collectors. By rigidly confining his collection to the sacred number of one hundred he has given them a cachet. Even what the late M. Delisle called the disinheritance, the MSS. rejected to make room for finer specimens, will never again be sold without advertisement of the fact that they once belonged to Mr. Yates Thompson. Those that kept their place among the hundred will hold a still higher rank. They will be dispersed, but the catalogues will remain. Has there ever been a finer collection in private hands? It may be doubted.

We must resign ourselves to see many of our treasures pass away from Europe to countries where as yet there is not a fine Psalter or Book of Hours in a thousand square miles. And we can afford to do so. The wealth of illuminated manuscripts in England is great. The admirable exhibition arranged some twelve years ago at the Burlington Club by Mr. Cockerell from the possessions of private collectors and Oxford and Cambridge Colleges, Cathedrals, and such other libraries as are not precluded from lending, was an astonishing evidence of this, and although not a few of those exhibits have since departed, the bulk of them remain and will remain.

A PRECIOUS ROOMFUL. And there is always the British Museum, its collection of English manuscripts—and in this art England is emphatically one of the countries that count—is able to challenge comparison with the rest of the world's libraries put together, while for Irish, French, or Flemish MSS. it is only surpassed by the capital cities of those countries; for Italian MSS. not so good, but only beaten by two or three Italian libraries—for German MSS. rather weak; but German illumination has only had very short periods in which it could lay any claim to a prominent place. Taken as a whole it may well be doubted if in the world's history one small room ever held so precious a collection of illuminated MSS. as that portion of the National Library of Wales which in 1915 afforded a temporary home and shelter from air raids to a picked selection of contents of the British Museum Manuscript Department. The Bodleian, the University Libraries of Cambridge, Edinburgh, Glasgow, and Dublin, and the Fitzwilliam Museum at Cambridge,

FRENCH MOTOR BANDITS—BOMBAY MOTOR MANIACS.

More thrilling than any Wild West cinema film is the story told of a desperate fight with motor bandits, begun at Aubrais railway station, where they had attempted to loot a goods train and continued along the road to Paris.

A race between the bandits' cars and a locomotive; the mobilisation of gendarmes by telephone; the hasty barricading of the road with barrows and barrels; a fusillade in the dead of the night so terrible that villagers roused from their sleep rushed terror-stricken over the fields to escape the whistling bullets, the killing of a station employee and two of the bandits, and the arrest of a motor lorry driver—such are some of the features of the adventure.

The thieves, four in number, came from Paris in a motor lorry and a torpedo car, and began work on a train in a siding not far from Aubrais station. They were engaged with a truck containing dress material when watchers, specially equipped with portable telephones, pounced upon them and shouted, "Hands up!" The bandits at once opened fire.

Reinforcements arriving from the station, an attempt was made to prevent the thieves regaining their cars, but a turning movement failed, and a man named Lemaire, one of the railway employees, was shot dead. In the ensuing confusion his murderers were able to get away and set off in the direction of Paris at breakneck speed.

Meanwhile the gendarmes at Orleans had been informed, and a squad arrived on the scene on a railway engine, which at once gave chase and soon got several miles ahead of the cars. The gendarmes left the locomotive at Artenay, where a desperate fight took place. Telephone messages had been sent all along the route, and at Artenay men barred the road with barrows.

The lorry pulled up first, with the motor-car close behind. Two gendarmes leapt on to the footboard, and levelling their revolvers at the driver, pulled him from his seat and flung him to the ground. The bandits in the car, realising what had happened, left their conveyance and, taking up positions near houses which afforded them cover, opened fire on the two gendarmes. It was at this moment that the men on the engine from Orleans joined the fight.

Finding that the forces against them were too strong, the bandits beat a retreat and took to the fields, leaving one of their number dead with three bullets in his body and the driver of the lorry a prisoner.

In the car were two sacks filled with revolvers, masks, bunches of false keys, and bottles of chloroform. On the man killed was a military book showing that his name was Groult, and that he lived at Saint Denis.

In his pocket-book were a number of addresses, presumably the scenes of contemplated exploits. It is believed that he was the leader of the gang. The pursuit was continued by gendarmes in motor-cars, and the two remaining fugitives were run to earth at Peronneville. Here, after a fight, one was killed and the other wounded.

The fight took place in a little café. One of the men drew his revolver, and a gendarme, anxious to take him alive, struck at him with the butt of his own weapon. The bandit fired, missed, and was then shot dead. The second man slipped under a table and endeavoured to up set an oil lamp, in the hope of escaping in the darkness. He was seized and, firing at the gendarmes, was shot in the leg in return. Taken to Orleans, he was found to be an accountant at Libourne and a deserter from the navy. The man killed in the café has not yet been identified, but is known by the nickname of "Louis Bonnot" (one of the motor bandits whose exploits startled Paris some years ago).

The driver of the lorry, a man named Kiffer, resides in Paris. In his vehicle there was quite an arsenal of revolvers, jemmies, and all sorts of burglar's implements, as well as pneumatic tyres and five bicycles, which had been stolen the previous night.

each of them is capable of making a fine display of the work of most of the principal schools of this art.

There is enough for us all if we use it properly, but there are a few manuscripts still in private hands which for one reason or another are national monuments and should not be allowed to leave the country. They are known to those who take an interest in such things, and if they must be sold there is money enough in the country to secure them, but it sometimes happens that too hasty vendors forget that we have such an institution as a National Art Collections fund, or that it takes time for that and other agencies to get together the means that are required.

CROUP.

THIS disease is so dangerous and so rapid in its development that every mother of young children should be prepared for it. It is very risky to wait until the attack of croup appears, and then send for medicine and let the child suffer until it can be obtained. Chamberlain's Cough Remedy is prompt and effective and has never been known to fail in any case. Always have a bottle in the house. For sale by all Chemists and Druggists.

NEED FOR "SAFETY FIRST" CAMPAIGN.

Bombay, May 5th.—The number of motor accidents has increased tremendously in Bombay during the last few months. It is estimated that the number of motor vehicles has trebled since 1914. The streets of the City are now extremely congested, and bad and reckless driving is making the streets of Bombay as dangerous as the streets of London.

Several fatalities have been reported in the last few days. An English riding a motor-cycle lost control of the machine, charged a motor-car, and tried to jump off the cycle on to the motor-car to prevent being run over. In doing so he sustained injuries which proved fatal. A military lorry ran over an Indian while proceeding at a rapid pace without lights.

The last few days have witnessed a petrol famine in Bombay. Many cars have been rendered idle through the owners' inability to secure spirit.

NEW X-RAY METHOD.

THE LIVER AND SPLEEN REVEALED.

A further development in the uses of X-rays has recently been perfected in Germany and America, writes the medical correspondent of the *Times*. The method makes it possible to obtain information about solid organs such as the liver and spleen. It will be recalled by those who have followed this subject that for a long time no pictures of the abdominal viscera were of any worth. Then the idea of an opaque meal of bismuth was suggested. Now this meal can be followed by the rays the whole way through the digestive organs.

The liver and spleen, however, were what the *British Medical Journal* describes as "silent" in a radiographical sense. The bismuth meal was of no use in connection with them. Imagination has now conceived a new method. Air or oxygen is introduced into the cavity of the body before the photograph is taken. The result is that both liver and spleen stand out on the plate with great clearness of definition. It is said to be possible to see gall stones; any enlargement of the spleen becomes obvious. The kidneys, too, are fairly clear. Tumours are also much more easily detected. The method entails an injection of air, but this is apparently quite simple and harmless.

A 15TH-CENTURY GOLFER.

MINIATURE IN OLD FLEMISH BOOK.

By the courtesy of the agent in London of the Hon. Maxwell Blake, American Diplomatic Agent in Tangier, we (*Times*) have been allowed to inspect a 15th-century Flemish Book of Hours in Mr. Blake's possession, which apart from its bibliographical interest, is remarkable for containing among its illuminations what appears to be an indubitable picture of a golfer of the period.

That the little golfer is really playing golf on his golden field among the snails and the flowers is beyond doubt. His swing is an excellent one, if something a little shorter than that of the most orthodox, and his only eccentricity is that he is holding his left hand below his right. There are, however, several very good players who hold their club in this way, and it is curiously enough the way in which nearly every child naturally begins to play golf.

In technical language the player is standing with a square stance considerably exaggerated; he has the right foot considerably behind the left, and the ball (rather a large one) so far in front of him that he seems to be reaching out after it, a little as if he were the remote ancestor of Mr. J. E. Laidlay. He has a small blue cap, a white tunic, breeches of light pink, and high red boots. There is another Flemish Book of Hours of about the same date in which golf is depicted. In that case a hole is shown, and one of the three players appears to be putting at it.

AUSTRALIAN RACING.

HUGE TOTALISATOR FIGURES.

With an attendance of 80,000 it was not surprising that a record in the way of totalisator figures should have been established at Randwick last month. The official account of the sum invested shows that £104,858 was put through the machine, as against £88,633 15s which represented the previous record. On the Sydney Cup alone £31,533 10s. was invested, as compared with the Doncaster Handicap figure, £29,440 10s. The business in the seedling paddock totalisator, represented £70,188 10s. A trained staff of 250 was employed, and cash amounting to £47,000 in change was used in the operations.

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DAIRY FARM NEWS.

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"FROM MORN TO MIDNIGHT."

STRANGE GERMAN PLAY WITH A NEW METHOD.

In this "expressionist" play George Kaiser, a modern German dramatist, has sketched the adventure of a humdrum bank cashier in search of the real values of life, observes E.A.B. in a home paper. Inspired by a fascinating lady customer, he embarks a large sum of money. She, being married, with a grown up son, is his first disillusionment. He tries the excitement of a cycle race, only to find that the servile crowd, after being lashed into a frenzy by the offer of big prizes, lapses into conventional good behaviour on the appearance of royalty; he tastes the Dead Sea fruit of a cabaret, and, finally, at a Salvation Army meeting, finds that the discovery of his soul is the real value of life. But that is not to be bought by money, and, therefore, he throws his banknotes to the crowd, who (a gratuitous disillusionment!) scramble for them, Salvationists and all. Only his guide a Salvationist lass, is left, and she fetches the police.

FREEDOM IN DEATH.

The only true freedom is in death, a fact he had nearly discovered in a snowstorm before he bade farewell to his prosaic family, and, with his back to a crucifix, he shoots himself. Even that does not make a beautiful end, for a second report being heard (at the first performance the cashier's pistol misfired and marred the irony of the play), the policeman prosaically exclaims: "There must be a short circuit in the man."

This adventure in search of the value of life is told in seven scenes. That method is not new, but is a throw-back to primitive drama. It has been used, too, in dramatic poems, notably in Ibsen's "Peer Gynt" and Brand. On the stage the method is jerky unless some means can be found of "fading in" and "fading out" the scenes—to use the jargon of the screen. That would not be impossible with modern scenic devices. What is new is the kind of symbolic impressionism of some of the scenes, notably those representing the prosaicness of the cashier's home life and the dead gaiety of the cabaret.

But George Kaiser's treatment of the restless search of mankind for heavy, coarse grained and materialistic, even brutal. It is never beautiful and is often quite stupid, hard, and unsympathetic. The Stage Society gave a fair performance of the play, but Mr. Brember Willis did not succeed in expressing the inward struggles of the cashier. It was just character acting and the part requires more than that. The other night at the Hammersmith Lyric Theatre, the play had a very mixed reception.

U.S. AND H.A.L.

Nothing could be more natural than that American shipping interests should desire to take over the work of the Hamburg-America Line, but the fear of being thought to have dealings with Germany has led to many equivocal statements, which, as telegraphed to Japan, have made it impossible to understand what really is intended. The Guaranty Trust Co. of New York offers the following explanation of how the matter stood at the latter part of last month: "The Senate Committee on Commerce, by a vote of 10 to 4, has approved further elaboration of a proposal by the United States Shipping Board, that the sixty steamship services formerly operated by the Hamburg-America Line be redeveloped through the co-operation of American and German interests. In a memorandum submitted to the Senate Committee, Chairman Payne of the Shipping Board said that the Board was opposed to a direct arrangement with the German lines; but believed it is very desirable that an American company or group of companies make an arrangement by which this business may be secured, and is prepared to co-operate with an American company or companies in the sale or chartering of ships to enable such

SHAUKIWAN ROAD BLOCK.

Due to two landslides, caused by the unusual rainfall of recent days, the road between Repulse Bay and Shaukiwai is completely blocked, and about two weeks' labour, it is estimated, will be required to clear it. The slides are in two distinct places, the small one, of about 300 tons, being near Tai Tam, and the largest one near Stanley Gap.

The slides will interfere with round the island motoring for the time, but do not block the way to the Repulse Bay Hotel.

The flying exhibitions at Képuise Bay can therefore be held.

The Pokfulam and Victoria Roads as far as the hotel are in good condition and available for traffic.

LATEST SHIPPING NEWS.

ARRIVALS.

The s.s. "Kidderpore" (Capt. R. H. Stringer), 3,263 tons, arrived this morning at 5 p.m. from Kobe.

The s.s. "Haloong" (Capt. Thomson), 1,108 tons, arrived this morning at 9 a.m. from Swatow, with 700 tons, of general cargo.

The s.s. "Eastern Merchant" (Captain A. Ahman), 5,099 tons, arrived this morning at 7 a.m. from Shanghai with 750 tons of general cargo.

The s.s. "Kwai Sang" (Capt. L. McConnell-Hossey), 1,435 tons, arrived this morning at 8 a.m. from Singapore, with 1,100 tons of coal, 115 tons of general cargo and several bags of mail.

The s.s. "Amikusa Maru" (Capt. S. Kobayashi), 1,370 tons, arrived this morning at 8 a.m. from Swatow with 1,100 tons of coal, 115 tons of general cargo and several bags of mail.

DEPARTURES.

The s.s. "Eishichi" (Capt. Glen) sailed for Shanghai at 4 p.m. to-day with 700 tons of general cargo.

The s.s. "Rokusan Maru" (Capt. Tokiyu), sailed for Hongkong at 11 a.m. to-day with 560 tons of pitches.

The s.s. "Tikihi" (Capt. Burgess) sailed for Batavia via Banka at 4 p.m. to-day with 1800 tons of general cargo.

The s.s. "Bolton Castle" (Captain Howe) sailed for New York via Shanghai at 6 a.m. to-day with 600 tons of general cargo.

The s.s. "Cordillera" (Capt. Sanguy) sailed for Marseilles via Saigon at 5 p.m. to-day with 400 tons of general cargo.

American companies to secure this outlet, the terms of any contract which may be made with the Hamburg-America Line being subject to the approval of the Board. The plan was presented at an executive session of the Senate Committee on Commerce, but it is understood that the presentation of the proposal brought out the Board's position that while the United States has the ships but no organisation, the Hamburg-America Line has the organisation but no ships. The further information was vouchsafed that "most" of the ships will be American and will be operated under the American flag. This is regarded as significant in view of Chairman Payne's objection to reducing the prices of ships sold, as urged by American buyers. Since this date, Admiral Benson, the new Chairman of the Shipping Board, has denied that he has discussed these proposals with Cane, the Hamburg-America line representative. Admiral Benson, seeing that all the negotiations in that connection are in the hands of private companies. This practically confirms the statements quoted. "There seems to have been a lot of needless camouflage about it."

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